

hasn't said whether it will process the route applications as such, or will come out with a show-cause order. A Board show cause order might propose that the certificate be extended with route alterations and/or extensions.

With the expiration date only a year off, the Board should come to grips with the All American question soon, as it takes time to study it, schedule hearings.

All American hopes its proposed route extensions and connections will be considered by CAB sooner than a year from now—before AAA's certificate is up for renewal and another summer has gone

Bonanza's Beacon

Bonanza Air Lines plans to install three complete flash type beacons along its routes to make night navigation simpler and straighter.

Bonanza has already set up the first such beacon installed by a scheduled airline. It is on Spring Mountain Range, northwest of Las Vegas, Nev. The Civil Aeronautics Administration helped Bonanza make final test survey flights and has approved the installation.

Light Products, Inc., Beverly Hills, Calif., built this first beacon. Planes on the Reno Las Vegas trip now save time by its use. They no longer need fly a roundabout course.

The beacon is a self-contained, bat-

tery-powered unit. Its four neon-type lights flash a red light in each direction. A photo electric cell turns the lights on at dusk and turns them off at dawn.

The airline will put the next beacon on the same route as the first. The third will go in the area approaching Kingman from Prescott, Ariz.—on the southern end of Bonanza's route.

BEA Considers Internal Routes

(McGraw-Hill World News)

London—British European Airways is considering enlarging the sphere of freedom still allowed private scheduled airline operators in Britain. BEA chief executive Peter Masefield and his staff have held meetings with private operators interested in extending their services and are looking over some 93 route applications from 21 private companies.

Of these BEA has approved 73 which it will recommend to the Air Transport Advisory Council. The carrier is approving the majority of the applications for five years.

BEA, which has allowed private operators to handle services as "associates" on routes it couldn't, or didn't, want to serve, also plans to discuss with the operators ways and means of handling exceptionally high summer traffic.